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OCT 27 1967

NRO review(s) completed.

Series C:

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MEMORANDUM FOR THE DIRECTOR, CIA RECONNAISSANCE PROGRAMS

SUBJECT: Oxcart Extension

In accordance with the Ex Com September 29, 1967 reviews of OXCART/
 SR-71 deployment considerations, and [redacted]
 from the Deputy Secretary of Defense, DNRD implementation guidance in
 the form of two Scope Cotton decisions, and revised F.Y. 1968 OXCART
 fund approvals are attached.

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The Director, Program D will be authorized an increased F.Y. 1968
 [redacted] (Fuel) approval, in recognition of the OXCART extension.

The revised F.Y. 1968 OXCART fund approvals have considered your
 [redacted] dated Oct 13, 1967, as adjusted to Scope Cotton decision 17,
 and discussed with Agency personnel by the NRO Comptroller's office.

With respect to your [redacted] several comments apply:

1. Paragraph 1 includes a phrase "which is well within the [redacted]
 [redacted] ceiling for OXCART approved in the Presidential and Congressional
 budgets." It should be realized that the dynamic circumstances in the
 NRP programs obviate the retention of an amount like this thruout a
 fiscal year. For example, the current U-2R approvals exceed the President's
 budget [redacted] the Agency portion of the CORONA program exceeds by
 [redacted], the Agency portion [redacted]
 while not finalized, requests indicate that the Agency portion [redacted]
 could exceed by up to [redacted] Accordingly, internal program adjust-
 ments must be made to offset these types of increases.

2. Your paragraph 2 makes 4 assumptions. It is believed that previous
 Scope Cotton decisions and new Decision 17 are consistent with assumptions
 a, b and d. Sub c is of course modified [redacted] and as interpreted
 in Decision 17.

3. Your paragraph 5 indicates a possible changed approach in retention
 of assets for stored aircraft, and your request for airframe spares included
 at least [redacted] for procurement above normal consumption replacements.
 Previously, the assumption has been that 90 days of spares (established
 upon Agency recommendation) would be retained for 5 operational aircraft,

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and the remaining inventories would be available for other programs, as appropriate. It is now indicated that not only the 90 days, but base, depot and flyaway kit levels should be retained. While I have no objection to this retention at least thru March 31, 1968, I do believe that spares procurements should essentially be limited to that necessary to retain a 90 day level (considering consumption thru March 31, 1968, which may necessitate dipping into the 90 day levels in some cases), and that examinations should be made periodically of the retention levels, particularly in relation to other requirements. For example, it appears illogical to retain much beyond March 31 the base, depot and flyaway kit spares common to the SR-71 aircraft, when these assets could be used to reduce new procurements of SR-71 spares. This may have not been your intent, but I believe this clarification is necessary.

Signed

ALEXANDER H. FLAX
Director

Attachment

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Scope Cotton Decision No. 17

A. As a result of ExCom Determinations on September 29, 1967, and an October 23, 1967 memo from the Deputy Secretary of Defense, the following modifications to previous Scope Cotton decisions will apply:

1. The three operational Oxcart aircraft at Kadena will remain deployed until not later than February 1, 1968, then return [] where they will continue to fly to maintain proficiency thru March 31, 1968. These will be placed in storage starting in April 1968, at Palmdale.

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2. The three operational Oxcart aircraft [] will continue to fly thru December 31, 1967. As of January 1, 1968, one of these will stop flying, and then be placed in storage at Palmdale during January 1968. The remaining two will continue to fly until not later than February 1, 1968 as backup for the BLACK SHIELD mission, then continue to fly thru March 31, 1968 to maintain proficiency. These will be placed in storage starting in April 1968, at Palmdale. In the event of Oxcart attrition at Kadena, these aircraft are to be used as replacements.

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3. The OXCART aircraft will not be responsible for contingencies other than from Kadena (such as Cuban overflight).

4. The remaining Oxcart test aircraft will fly thru December 1967, then be placed in storage in January 1968, at Palmdale.

5. The Oxcart trainer aircraft will fly thru at least December 1967, and may continue thru January 1968, at CIA option, but is then to be placed in storage at Palmdale.

6. OXCART support planning is to be based on 15 flying hours per month for each operational aircraft, 10 hours per month for the test aircraft, and about 15 hours per month for the trainer aircraft, for the appropriate periods specified in the preceding paragraphs.

7. The Strategic Air Command will deploy three SR-71 aircraft to Kadena, and be ready to assume the BLACK SHIELD operations by February 15, 1968.

B. With respect to OXCART support planning, the following guidance will apply:

1. [] will not be re-initiated for OXCART applications.

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2. The Photographic Materials and Processing [] account is to be re-examined by CIA for implications of the OXCART "three month extension."

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3. The Red Light fuel account will be appropriately adjusted by the NRO Comptroller in conjunction with Director D's office.

4. The following apply to the OXCART account:

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a. Repairable spares on hand at the specialized depot or at [] presently withheld from repair on the expectation of a December 31, 1967 phaseout, will be repaired to the extent required to support the 5 operational aircraft extension as stated in proceeding paragraphs A1 and A2. This also applied to future repairable generations thru not later than March 31, 1968. However, this provision does not extend to Aircraft 134 and 122, presently in storage, nor to the one operational aircraft and 121 to be placed in storage in January 1968. The trainer repairables should be separately evaluated, in view of an allowable 1 month extension as outlined in preceding paragraph A5.

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b. Airframe spares support thru March 31, 1968 must necessarily be primarily provided from existing on-hand and on-order base (Kadena and [] and specialized depot Oxcart assets, drawing down to zero assets if necessary. Residual assets common to the SR-71 at Kadena, when the Oxcart aircraft return to [] will be transferred to the SR-71 program. Residual Oxcart peculiar spares should be returned to [] or the specialized depot, as the situation warrants. Additional spares orders are to be based on (1) items which can be delivered by February 28, 1968 against the program authorized herein, plus (2) items for replenishment of stocks to a 90-day level for five operational aircraft, to the extent that forecast usage indicates that residual assets at March 31, 1968 would be below the 90 day level (delivery lead time would not be a limiting factor for these orders). Procurement is not to be initiated for rebuilding depot stocks or flyaway kits.

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c. Engine spares and overhaul support thru March 31, 1968 have been considered in the revised FY 1968 cost approvals.

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d. [] will be extended thru not later than January 31, 1968. However, examinations should be made of contractor work-force vs. workload requirements in the interim period, to attempt to reduce the approximate [] cost.

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e. Current FY 1968 program approvals are considered to essentially cover support for flying from Kadena up to December 1, 1967, and from [] thru December 31, 1967. Revised program cost approvals consider any indicated deficiencies thru Dec 31, 1967, as well as the program extension.

f. It will still be assumed that the application of residual Oxcart assets (in excess of 90 days) to other NRO programs will apply (such as the U-2R), albeit at a later date. If the later availability would unduly impact on program objectives of these other programs, implications and recommendations are to be furnished to the DNRO/NRO Comptroller.

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g. It is still an objective that the Oxcart aircraft be stored, equipment torn-down and moved, and [] be closed before June 30, 1968. Planning should be developed accordingly.

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h. All costs incident to the extension must be held to the minimum necessary.

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Scope Cotton Decision No. 18Reference Scope Cotton Decisions 17, 14

Inasmuch as [] will now be open to Oxcart flight operations thru March 31, 1968, in accordance with referenced decision 17, the Tagboard Test program, if not completed by December 31, 1967, may continue [] beyond December 31, 1967, but not beyond March 31, 1968. It is still desirable that the training/operational program for Tagboard be initiated at Beale AFB.

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